

APPENDIX L

PALEONTOLOGICAL RESOURCES TECHNICAL REPORT

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EL SEGUNDO POWER REDEVELOPMENT PROJECT HISTORIC RESOURCES (BUILT ENVIRONMENT)

APPENDIX K

K(1): HISTORIC EVALUATION OF EL SEGUNDO GENERATING
STATION

K(2): SENSITIVITY ANALYSIS OF LINEAR, PARKING, AND
LAYDOWN SITES

K(3): SENSITIVITY ANALYSIS OF WATER AND SEWER LINES

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Introduction

The following technical report addresses historic built environment (architectural) resources within and adjacent to the El Segundo Power Redevelopment Project and its components. This report (Appendix K) is comprised of four documents, which will be referred to as K(1), K(2), K(3), and K(4). K(1) is an historic evaluation of all the existing structures on the grounds of the El Segundo Generating Station. K(2) assesses the sensitivity of various ancillary areas for historic built environment resources, including pipelines as well as staging and parking areas. K(3) addresses the sanitary discharge line and the proposed water supply lines, identifying and providing a cursory assessment of each building within the zone of alternative routes that appears to be older than 50 years. K(4) provides supplementary historic research conducted on areas adjacent to the proposed Kramer Staging Area. Together, these four documents form a comprehensive assessment of historic built environment resources within or adjacent to each ESPR Project component.

Please note that K(2) contains references to project components which have been subsequently dropped from the ESPR Project. These are: LAX Sandpiper Staging Area, Marina Del Rey Library Parking Area, and Playa Del Rey/62nd Street Parking Area.

Figures and resumes of key project personnel are also included in Appendix K, following K(4).

**SENSITIVITY ANALYSIS OF LINEAR, PARKING, AND LAYDOWN SITES
ASSOCIATED WITH THE EL SEGUNDO GENERATING STATION PROJECT**

EL SEGUNDO, LOS ANGELES COUNTY, CALIFORNIA

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On Friday, November 3, 2000, Stephen D. Mikesell of JRP Historical Consulting Services conducted an on-site inspection of various sites that might be used for ancillary elements of the El Segundo Generating Station Project. He was accompanied on this inspection by staff from URS Greiner and the Chevron Corporation. JRP Historical Consulting Services had previously inspected the existing El Segundo Generating Station, where the vast majority of all construction activities will occur. The inspection on October 3, 2000 concerned a variety of sites that might be used for ancillary activities associated with the proposed project, including a line to deliver liquid ammonia to the site, "laydown" areas for temporary storage of construction material and equipment, and parking lots to be used short-term by construction crews (See Figure K-1).

The purpose of the on-site inspection of these ancillary sites was two-fold. First, it was designed to determine whether the project would directly affect any buildings or structures at any of the sites that might have the potential for historic significance, under federal or state law. Second, it was designed to determine the sensitivity of the general area for each of the ancillary sites, leading to the potential for indirect impacts on buildings or structures that might have the potential for historic significance, under state or federal law.

The following analyses include four entries for each of the ancillary sites. First, it will identify the site by its location. Second, it will identify the site by proposed function. Third, it will describe the buildings or structures on the site (if any exist), and discuss any potential historic significance for the on-site buildings and structures. Finally, it will discuss the general setting for the site and the potential for historic significance of buildings and structures within the vicinity.

Site name: Fed Ex Site, at Mariposa Avenue and Nash Street in El Segundo

Proposed function: Parking site.

Buildings or structures that might be affected directly: This is a 46-acre vacant parcel that was owned and used at one time by Northrup Grumman Corporation. There are no buildings or structures on the site, nor is there any evidence of foundations or remnants of former buildings. (These foundations may, however, exist, beneath vegetation.)

Buildings or structures in the vicinity that might be affected indirectly: This parcel is situated in a developing commercial and industrial area of El Segundo, and area that is dominated by new construction. It is framed on all four sides by buildings that appear to have been constructed within the past 20 years. The only potential significance (and it is a remote possibility) relates to the Northrup Grumman factory to the east. The buildings at the facility appear to have been constructed in very recent decades but, given the cutting edge nature of work associated with that corporation, the possibility exists that events of exceptional significance may have occurred there. Even if there were a case for exceptional significance, however, it is unlikely that the use of this site for parking would detract from the setting for the factory any more or less than does the current vacant lot.

Site name: Kramer Site. An 11.5-acre site at the terminus of Chapman Way in the City of El Segundo

Proposed function: Laydown site for construction equipment and materials.

Buildings or structures that might be affected directly: There are no standing buildings or structures at this site. The site is partially occupied by a large concrete foundation for an earlier industrial operation at the site. The site is also occupied by a concrete structure that “caps” industrial waste from the earlier operation. Otherwise, the site is vacant of buildings and structures.

Buildings or structures in the vicinity that might be affected indirectly: There are very few buildings or structures that may be seen from this site or from which the site may be seen. The parcel is an isolated, nearly landlocked remnant, framed by railroad tracks, other vacant parcels, and the rear elements of industrial facilities.

Site name: LAX-Imperial. A site of about 3 acres situated along Imperial Avenue within the boundary of LAX.

Proposed function: Parking, laydown site for construction equipment and materials.

Buildings or structures that might be affected directly: There are not buildings or structures on this parcel. It is being used currently as a parking and laydown site for LAX contractors.

Buildings or structures in the vicinity that might be affected indirectly: This site faces Imperial Avenue, with the rear of the parcel facing the ends of the runways for LAX. The setting for the parcel is such that the parcel can scarcely be seen from commercial buildings on the south side of Imperial Avenue, nor from the airport related buildings (hangars, terminals, and so forth) at LAX. LAX maintains a trailer near this site and it is in the viewshed of the area. The proposed use would continue the existing use, ensuring that there would be no change in setting, even if there were historic buildings in the vicinity.

Site name: LAX-Pershing. Located near the western end of the LAX property off Pershing Drive.

Proposed function: Parking, laydown of equipment and materials.

Buildings or structures that might be affected directly: There are no buildings or structures on this parcel, which comprises less than 3 acres.

Buildings or structures in the vicinity that might be affected indirectly: This parcel is located at the end of major runways at LAX, a location that necessitates that there be no buildings or structures within the vicinity. The only visible building from the site is the Scattergood Plant, a steam generating plant owned by Los Angeles Department of Water and Power. It is several miles away but is visible owing to the great height of the stacks.

Site name: LAX-Sandpiper, a series of abandoned parcels, representing the remains of a small neighborhood that was purchased and demolished by LAX in recent decades.

Proposed function: Parking

Buildings or structures that might be affected directly: There are no buildings or structures within the proposed parking area.

Buildings or structures in the vicinity that might be affected indirectly: This area is a transition between LAX and an older community in the hills above Playa del Rey. The hillside neighborhood is at the edge of Playa del Rey, along Westchester Parkway and minor streets. A visual reconnaissance suggests that there are numerous older homes in the area. The CHRIS database lists numerous older homes along “Westchester Pl.,” which may or may not refer to the Westchester Parkway.

It is concluded that the area immediately north of the LAX-Sandpiper site *may* include buildings and structures that could qualify for the National Register or California Register. The proposed laydown/parking facility would represent a temporary change in the character of the setting for these homes. The area is now largely open spaces, although the original streets and sidewalks are still in place.

Site name: Marina del Rey Library Lot, adjacent to public library near harbor at Marina del Rey.

Proposed function: Parking.

Buildings or structures that might be affected directly: There are no buildings or structures within the parking lot.

Buildings or structures in the vicinity that might be affected indirectly: The proposed use would simply continue the function of this parking lot as a parking lot, its original and current use. The area is not historically sensitive, i.e. there are no older buildings within the immediate viewshed of the lot. Even if there were historic buildings there, however, the proposed use has no potential to change the setting for any such properties because it simply continues the existing use.

Site name: Marina del Rey Boat Launch lot, adjacent to boat launch at the harbor at Marina del Rey.

Proposed function: Parking.

Buildings or structures that might be affected directly: There are no buildings or structures within the parking lot.

Buildings or structures in the vicinity that might be affected indirectly: The proposed use would simply continue the function of this parking lot as a parking lot, its original and current use. The area is not historically sensitive, i.e. there are no older buildings within the immediate viewshed of the lot. Even if there were historic buildings there, however, the proposed use has no potential to change the setting for any such properties because it simply continues the existing use.

Site name: Playa del Rey, 62nd street lot, on 62nd street in Playa del Rey.

Proposed function: Parking.

Buildings or structures that might be affected directly: There are no buildings or structures within the parking lot.

Buildings or structures in the vicinity that might be affected indirectly: The proposed use would simply continue the function of this parking lot as a parking lot, its original and current use. The area is not historically sensitive, i.e. there are no older buildings within the immediate viewshed of the lot. Even if there were historic buildings there, however, the proposed use has no potential to change the setting for any such properties because it simply continues the existing use.

Site name: Dockweiler State Beach, three separate parking lots between Vista del Mar and the beach.

Proposed function: Parking.

Buildings or structures that might be affected directly: There are no buildings or structures within the parking lots.

Buildings or structures in the vicinity that might be affected indirectly: The proposed use would simply continue the function of this parking lot as a parking lot, its original and current use. The area is not historically sensitive, i.e. there are no older buildings within the immediate viewshed of the lot. Indeed, there are no buildings within that viewshed, except for minor structures associated with the park. Even if there were historic buildings there, however, the proposed use has no potential to change the setting for any such properties because it simply continues the existing use.

Site name: Hyperion Lot, across Vista del Mar from the Hyperion Wastewater Treatment Plant.

Proposed function: Parking.

Buildings or structures that might be affected directly: There are no buildings or structures within the parking lot.

Buildings or structures in the vicinity that might be affected indirectly: The proposed use would simply continue the function of this parking lot as a parking lot, its original and current use. The area is not historically sensitive, i.e. there are no older buildings within the immediate viewshed of the lot. Even if there were historic buildings there, however, the proposed use has no potential to change the setting for any such properties because it simply continues the existing use.

Site name: Grand Avenue Lot, at the waterfront at the terminus of Grand Avenue in El Segundo.

Proposed function: Parking.

Buildings or structures that might be affected directly: There are no buildings or structures within the parking lot.

Buildings or structures in the vicinity that might be affected indirectly: The proposed use would simply continue the function of this parking lot as a parking lot, its original and current use. The area is not historically sensitive, i.e. there are no older buildings within the immediate viewshed of the lot. The lot is directly across Vista del Mar from the Scattergood steam plant of the Department of Water and Power. Even if there were

historic buildings there, however, the proposed use has no potential to change the setting for any such properties because it simply continues the existing use.

Site name: Marine Terminal site, at the Marine Terminal for the Chevron Oil Refinery.

Proposed function: Parking, laydown area for equipment and construction materials.

Buildings or structures that might be affected directly: There are no buildings or structures at this site, except for pipeline bulkheads associated with the Chevron refinery.

Buildings or structures in the vicinity that might be affected indirectly: This largely vacant parcel is sited near three major industrial plants. It is across Vista del Mar from the huge Chevron Oil Refinery and is regarded as part of that plant. It is also due north of the El Segundo Generating Station, formerly owned by Southern California Edison, and the subject of this AFC. It is also near the Scattergood steam plant of the Los Angeles Department of Water and Power.

The Marine Terminal is not visible from the Chevron Oil Refinery, nor is the refinery visible from it. The area is visible from the El Segundo Generating Station, a property that was found not to be historically significant in a separate report. The Marine Terminal site is also visible from the Scattergood plant of LADWP. This plant has not been evaluated for historic significance. The first unit was installed in 1958, making it younger than the nearby El Segundo Generating Station, which was found not to be historically significant.

Site name: Ammonia line from Chevron Refinery to El Segundo Generating Station

Proposed function: Small pipeline to deliver ammonia from refinery to steam generating station.

Buildings or structures that might be affected directly: Existing pipe racks on Chevron refinery.

Buildings or structures in the vicinity that might be affected indirectly: As part of the modifications to the operations at the El Segundo Generating Station, it is proposed to install a new pipeline from the Chevron Oil Refinery to the steam plant, to bring ammonia directly to the plant (it is currently trucked to the site). JRP Historical Consulting Services walked the entire pipeline alignment from ammonia tanks well inside the Chevron refinery to the edge of the El Segundo Generating Station. Along the entire length, the new pipe would be installed on existing pipe racks (metal structures that support various types of pipes). In many instances, the pipe will be installed within existing pipes that are no longer in use.

The number of pipes on each rack differs from one place to the next. The refinery is laced with pipe racks that support hundreds, perhaps thousands of pipes that range from a few inches to several feet in diameter. The installation of this pipe along a rack between the refinery and the steam plant will not affect the setting of the refinery to a noticeable degree, simply because the area is currently laced with pipes that traverse nearly every corner of the site. While there are a few buildings within the refinery that may be 50 years or

older, there are none near the ammonia tanks or any part of the pipeline route to the steam station.

Conclusions:

This report concerns 13 potential sites for ancillary elements of the El Segundo Generating Station project. Not all 13 will be used; most are alternative sites for employee parking. It is concluded that only one of these 13 sites has the potential for any impacts, direct or indirect, to buildings or structures of potential historic significance. The one exception is the LAX-Sandpiper site, which is in proximity to a cluster of older homes on the hillsides above Playa del Rey. The on-site inspection was not able to confirm that there would be an impact to National Register-eligible or California Register-eligible properties, in the absence of an inventory and evaluation of buildings there and in the absence of more detailed information about the exact location of the laydown/parking facility.

**SENSITIVITY ANALYSIS OF WATER AND SEWER LINES ASSOCIATED
WITH THE EL SEGUNDO GENERATING STATION PROJECT**

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On Friday, November 10, 2000, Stephen D. Mikesell of JRP Historical Consulting Services conducted an on-site inspection of various sites that might be used for water and sewer lines for the El Segundo Generating Station Project. JRP Historical Consulting Services had previously inspected the existing El Segundo Generating Station, where the vast majority of all construction activities will occur. JRP has also inspected a variety of sites in the area for ancillary activities associated with the proposed project, including a line to deliver liquid ammonia to the site, "laydown" areas for temporary storage of construction material and equipment, and parking lots to be used short-term by construction crews (See Figure K-1).

The purpose of the on-site inspection of the water and sewer lines was two-fold. First, it was designed to determine whether the project would directly affect any buildings or structures at any of the sites that might have the potential for historic significance, under federal or state law. Second, it was designed to determine the sensitivity of the general area for each of the proposed water and sewer lines, leading to the potential for indirect impacts on buildings or structures that might have the potential for historic significance, under state or federal law. The situation was vastly different for the water and sewer line and the two are discussed separately below.

Water connections.

General Discussion, methodology

It is generally proposed to connect with existing potable and reclaimed water lines on El Segundo Boulevard, adjacent to the Chevron Refinery and to build pipelines inside city streets to the power plant site, via Grand Avenue and Vista del Mar. There are various alternative routes to build the line between El Segundo Boulevard and the western end of Grand Avenue, which passes by the Chevron Refinery and connects with Vista Del Mar. At this time of this inspection, it was not known which of the various connections would be used between El Segundo and Grand Avenue.

In the absence of a specific route, it was necessary to inspect every alternative alignment. The full range of alternatives extends from El Segundo Boulevard on the south to Grand Avenue on the north, and from Eucalyptus Street on the east to Loma Vista Street on the west. This area comprises 14 blocks of the older commercial and residential part of El Segundo (See Figure K-1 and attached sketch map).

Stephen Mikesell of JRP Historical Consulting Services drove and walked all of the streets that frame this 14-block area. He inspected every building on these streets, including buildings on the outer edges of Grand, Eucalyptus, Loma Vista, and El Segundo, which are the outside streets in this area.

He recorded all buildings within the 14-block area that appear to have been built 50 or more years ago. He also attempted to rate the buildings as to their potential for listing in

the National Register of Historic Places. A true analysis of National Register eligibility will require far more than cursory visual analysis. The visual rating did, however, offer an initial indication as to the architectural merit and integrity of the buildings.

The buildings were rated as follows:

1. More than 50 years old but with no potential for National Register listing, ordinarily because it has been modified.
2. More than 50 years old but with low potential for National Register listing.
3. More than 50 years old but with moderate potential for listing in the National Register.
4. More than 50 years old and with a high potential for National Register listing.

Results of the Inventory

There are 58 buildings or structures within this area that appear to have been built 50 or more years ago. The distribution of these buildings is shown graphically in Attachment 1. The buildings are discussed in Attachment 2 and shown in tabular form in Attachment 3.

The older buildings are scattered throughout this area, although the distribution is uneven. By far the highest concentration of potentially significant buildings is along Richmond Street between El Segundo and Grand. That area is so filled with ca. 1915 brick commercial buildings that it might be considered as a potential historic district. It accounts for the majority of buildings rate “4”, although there are other “4” buildings scattered throughout the area. Whiting, Virginia, and Loma Vista also include older buildings; these are residential streets and all of the older buildings are single-family homes or apartment buildings. The concentration of older buildings is much lower than along Richmond.

The lowest concentrations of historic buildings are found at the eastern end of this area, along Eucalyptus, Standard, and Main Street. There are virtually no 50-year-old buildings along these streets.

Discussion of Potential Effects

Attachments 1-3 illustrate clearly that some streets in this part of El Segundo are more sensitive than the others, in terms of the presence of potentially significant buildings. It is the opinion of this author, however, that it would be possible to build the water line, even in the most sensitive area along Richmond Street, and still have no effect on significant properties, provided the work occurred within the existing street. Any effects would be temporary, relating to noise and visual impacts as well as the inconvenience of street closures.

Buildings along Grand Avenue west of Loma Vista and on Vista Del Mar

Under any alternative, the water lines will be installed in Grand Avenue west of Loma Vista and on Vista Del Mar from its juncture with Grand Avenue to the plant site. Loma Vista is the westernmost urban street in El Segundo. West of Loma Vista, Grand Avenue continues west until it terminates at Vista Del Mar. It is framed on the south by the Chevron Refinery and on the north by the power plant of the Department of Water and Power. The water line will then follow Vista Del Mar from Grand Avenue south to the power plant site. Along this stretch, Vista Del Mar is framed on the west by the Chevron Marine Terminal and the El Segundo steam plant. On the east, it is bounded by a hillside, leading to the Chevron property.

The only properties that might be indirectly affected by the water line, then would be the refinery, the DWP steam plant, or the El Segundo steam plant. All of these properties are gigantic in scale. It is highly unlikely that the installation of a water line at the periphery of these facilities would result in an effect to them.

Sewer Connection

Stephen Mikesell of JRP inspected to general area for the sewer line connection, generally extending from the southwest corner of the steam plant site along the beach, west of the beachfront residences. Although the exact alignment was not known, it is possible to say definitively that it would not affect historically significant properties because there are no longer properties anywhere near this site. Mikesell inspected two blocks of beachfront residences – 45th to 44th and 44th to 43rd Streets in Manhattan Beach – and noted no building that appears to have been built prior to 1950.

**ATTACHMENT 2. BRIEF DESCRIPTION OF BUILDINGS IN EL SEGUNDO,
IN THE VICINITY OF PROPOSED WATER LINES.**

A. 301-303 Main; 105-111 Grand Avenue.

Large two-story commercial building in a Spanish Colonial style. Built ca. 1920; high potential for National Register eligibility.

B. 116 to 126 Grand Avenue.

1920s-era brick one-story commercial that has been extensively modified. No potential for National Register eligibility.

C. 200-206 Grand Avenue

Grand Hotel, a large ca. 1915 building that has been very extensively modified; low potential.

D. 201-207 Grand Avenue

One-story commercial structure, with a variety of different storefronts. Appears to be largely intact; medium potential.

E. 219 Grand Avenue

Heavily modified ca. 1930 building; no potential.

F. 406 Grand Avenue

Ca. 1920 stucco sided family residence; now used as a business; low potential.

G. 412 Grand Avenue.

Ca. 1915 residence; appears to have been resided; low potential.

H. 500 block of Grand Avenue.

A series of small buildings that may date to the 1940s or 1950s.

I. 201 Franklin Street

Handsome one-story brick building, almost completely unmodified; high potential.

J. 216 Franklin Street

Ca. 1915 home; low potential.

K. 215 Franklin Street.

Ca. 1920 Christian Church; no potential because it is a church and not architectural significant.

L. 324 El Segundo Blvd.

Headquarters for Chevron Refinery; very heavily modified; no potential.

M. 111-115 Main Street

Brick building that may or may not be 50 years old; low potential.

Richmond-1 Richmond Street, El Segundo to Franklin

This is a cluster of brick commercial buildings on both sides of the street. There are eight older buildings on the west side of Richmond and three on the east side. Of these 11 buildings, seven have a high potential for National Register eligibility; the others have low potential. These buildings and similar buildings along Richmond north of Franklin might comprise a small historic district.

Richmond-2. Richmond Street, Franklin to Grand.

This is a cluster of brick commercial buildings on both sides of the street. There are five older buildings on the west side of Richmond and four on the east side. Of these nine buildings, five have a high potential for National Register eligibility, two have medium potential, one low potential, and one no potential. These buildings and similar buildings along Richmond south of Franklin might comprise a small historic district.

N. 147 Concord.

Ca. 1915 Craftsman multi-family residential unit; medium potential.

O. 135-139 Concord.

Ca. 1925 Mission Revival apartment, built like a motel or motor court; medium potential.

P. 224 Concord.

Ca. 1915 Craftsman residence, unmodified; medium potential.

Q. 221 Concord.

Two-story apartment house, probably built ca. 1915. Largely unmodified; medium potential.

R. 115 Virginia.

Ca 1915 single-family residence; low potential.

S. 117 Virginia.

Heavily modified home, ca. 1915; no potential.

T. 215 Virginia.

Heavily modified Craftsman home, ca. 1915; low potential.

U. 202 Whiting.

Ca. 1915 Craftsman home, largely unmodified; medium potential.

V. 210 Whiting.

Modest Craftsman home, ca. 1915; low potential.

W. 214 Whiting.

Modest Craftsman home, ca. 1915; low potential.

X. 210 Whiting.

Modest Craftsman home, ca. 1915; low potential.

Y. 229 Whiting.

Modest Craftsman home, ca. 1915; low potential.

Z. 224 Whiting.

Modest stucco cottage, ca. 1925; low potential.

AA. 115 Loma Vista.

Ca. 1940 home; low potential.

AB. 117 Loma Vista.

Ca. 1940 home; low potential.

AC. 207 Loma Vista.

Ca. 1945 single family residence; low potential.

AD. 213 Loma Vista.

Stucco sided, Mission Revival home, ca. 1930; medium potential.

AE. 215 Loma Vista.

Ca. 1930 apartment complex; high potential.

ATTACHMENT 3, TABLE OF OLDER BUILDINGS IN EL SEGUNDO IN THE VICINITY OF PROPOSED WATER LINES.

Street Address Estimated Rating Symbol
date

301-303 Main Street	1920	4	A
116-126 Grand Ave.	1920	1	B
200-206 Grand Ave.	1915	2	C
201-207 Grand Ave.	1915	3	D
219 Grand Ave.	1930	1	E
406 Grand Ave.	1920	2	F
412 Grand Ave.	1915	2	G
500 Grand Avenue	1945	2	H
201 Franklin	1915	4	I
216 Franklin	1915	2	J
215 Franklin	1915	1	K
324 El Segundo	1940	1	L
111-115 Main St.	1945	2	M
Richmond, Franklin to El Segundo	1915	4	Richmond-1
Richmond, Franklin to Grand	1915	4	Richmond-2
147 Concord	1915	3	N
135-139 Concord	1925	3	O
224 Concord	1915	3	P
221 Concord	1915	3	Q
115 Virginia	1915	2	R
117 Virginia	1915	1	S
215 Virginia	1915	2	T
202 Whiting	1915	3	U
210 Whiting	1915	2	V
214 Whiting	1915	2	W
229 Whiting	1915	2	X
225 Whiting	1915	2	Y
224 Whiting	1925	2	Z
115 Loma Vista	1940	2	AA
117 Loma Vista	1940	2	AB
207 Loma Vista	1945	2	AC
213 Loma Vista	1930	3	AD
215 Loma Vista	1930	4	AE

SUPPLEMENTARY HISTORIC RESEARCH ON KRAMER STAGING AREA
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Kramer Site:

H. Kramer and Company operated a foundry at this location, however, none of the foundry buildings or any of its related facilities remain. The only visible remains of the foundry are the large building foundation and the asphalt-capped slag heap. According to the caretaker of the property, the H. Kramer Company built and operated a foundry on this site beginning in 1951. This is consistent with USGS mapping for the area that shows the site as vacant in 1950. By the time of the next edition of the topographic map (1964) a large building had been erected on the parcel. The building was razed sometime after 1981 and prior to 1995. This time frame is based on the last edition of USGS mapping of the area (1981) and a 1995 “Initial Study” filed with the El Segundo Planning Department submitted as part of a plan to erect a hot mix asphalt plant on the parcel.¹ This study included the following statements:

“The site was last occupied by an idle foundry that has been dismantled and removed. What remains is the various concrete and asphalt building foundations and paving built on differing grade levels.”

“The site is devoid of any cultural, historical, or scenic aspects ...” and “there are no cultural, historical, or scenic aspects to the surrounding properties.”²

H. Kramer and Company is a brass and bronze refiner located in Chicago, Illinois, historically owned and operated by the Howard K. Chapman family. Chapman’s grandfather founded the company and his father passed the legacy on to him. It is not clear if Howard K. Chapman Sr. or his father headed the company during the period that the firm operated the El Segundo plant. Chapman Sr. died on May 12, 1997 and his son, Howard K. Chapman, Jr., now serves as the Chief Executive Officer. There is no indication that the Chapmans, H. Kramer Company, or the El Segundo foundry, were historically important within the context of the brass industry. Furthermore, there are no historic resources at the site that can be associated with these individuals or H. Kramer and Company. The Kramer site retains no historic integrity whatsoever, and does not appear to meet the criteria for listing on the National Register of Historic Places.³

¹ James D. Meyer, Omnibus Environmental Services, “Initial Study, Applicant Questionnaire,” January 1, 1995, City of El Segundo Planning Department; US Geological Survey, “Venice, Calif.,” *7.5 Minute Series (Topographic)* 1950, 1964, 1964 photorevised 1972, and 1964 photorevised 1981 (Washington, D.C.: USGS).

² “Initial Study, Applicant Questionnaire,” January 1, 1995, City of El Segundo Planning Department.

³ “Howard K. Chapman,” *Pennsylvania Gazette: University of Pennsylvania Alumni Magazine* (March 1998), www.upenn.edu/gazette; *Pacific Coast Industrial Directory* (Los Angeles: Bender Publications, 1973).

The former Pacific Electric Railway grade:

The Pacific Electric Railway served the greater Los Angeles area for the first half of the 19th century before falling out of favor in the post-war era. At its peak in the late 1930s, the Pacific Electric not only commanded an intricate network of rail lines that served all the major neighborhoods of Los Angeles and nearby towns and cities, but also stretched beyond the basin to much more distant point. Pacific Electric offered service to Pomona, San Bernardino, Riverside and Colton to the east, the San Fernando Valley and Mt. Lowe to the north, and as far south as Santa Ana and Balboa. Henry E. Huntington founded the railway in 1902 and developed it in part to promote and serve his extensive land development empire. Huntington was the nephew of Collis P. Huntington who was the director of the Southern Pacific Railroad when he died in 1900. After his uncle's death, Huntington was passed over for taking his place and E. H. Harriman acquired control of the Southern Pacific. The struggle between Henry Huntington and Harriman, and the larger competition between electric and steam railroads, were also part of the driving force behind Huntington's desire to expand the Pacific Electric System.⁴

The El Segundo branch of the Pacific Electric was one of the last two lines to be completed when it began passenger service October 1914, just a few years after Standard Oil established this company town to serve the employees of its refinery just to the south. The branch followed an alignment that ran west from the Pacific Electric's Long Beach line at Watts, through Hawthorne, and then north east to cross diagonally through El Segundo. El Segundo incorporated in 1917 and the area grew steadily for the next several years, but demand was never great for this largely industrial area. Passenger service was discontinued on October 31, 1930 and the line was later acquired by Southern Pacific who used it as a freight spur through the 1960s. Southern Pacific discontinued the line entirely at some point between 1972 and 1981 when USGS mapping for the area shows that the alignment had been abandoned.⁵

The Kramer Site (Site 2) is partly bounded by two railroad lines. The alignment on the north side was originally a portion of the El Segundo branch of the Pacific Electric. The Southern Pacific Railroad later acquired the line before being taken over by Union Pacific in 1995. The Kramer Property is adjacent to, but does not include this line. There are no railroad resources, historic or otherwise, located on the site or adjacent to the site.

⁴ Spencer Crump, *Ride the Big Red Cars: How Trolleys Helped Build Southern California* (Los Angeles: Trans-Anglo Books, 1962); Spencer Crump, *Henry Huntington and the Pacific Electric* (Los Angeles: Trans-Anglo Books, 1970).

⁵ Crump, *Henry Huntington and the Pacific Electric*, 101; Southern Pacific Company, *Circular 4: List of Agencies, Stations, Etc.* (San Francisco: Southern Pacific Co. Accounting Department, 1969), 90.

Appendix A:
Figures

Appendix B :
Photographs

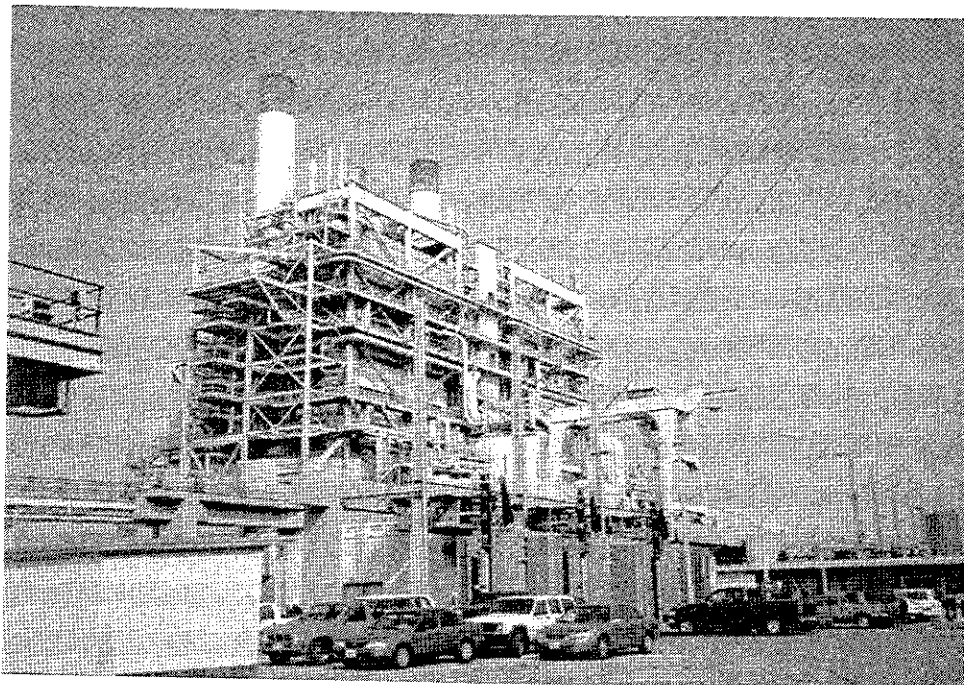


Photo 1. El Segundo Units No. 1 and 2, camera facing northwest. Administration building visible at lower right, one of the fire hose sheds visible at lower left.



Photo 2. Units No. 1 and 2.

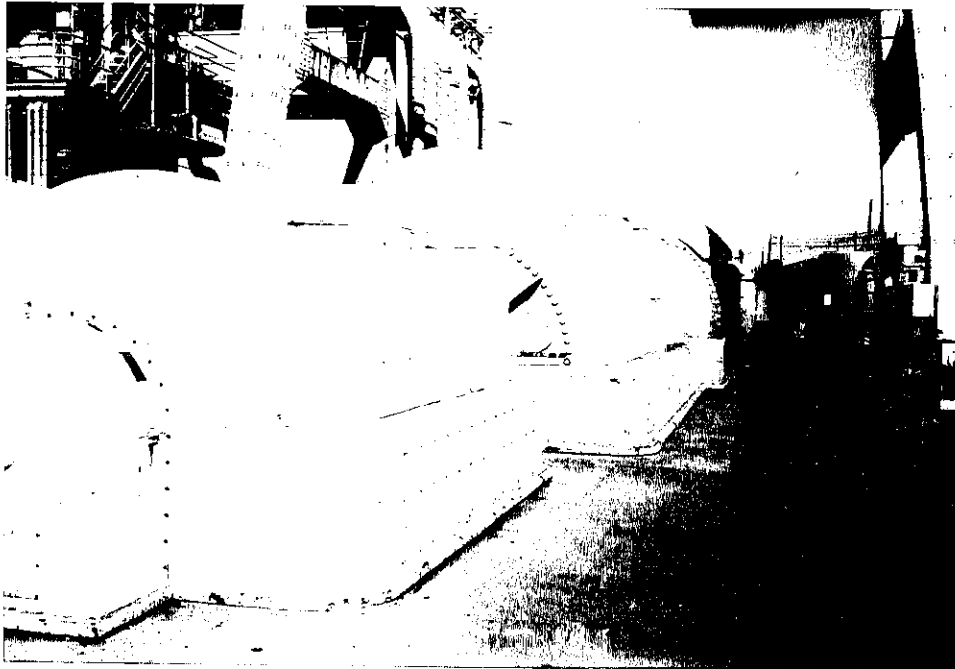


Photo 3. Generators (Units No. 1 and 2), from operating deck.

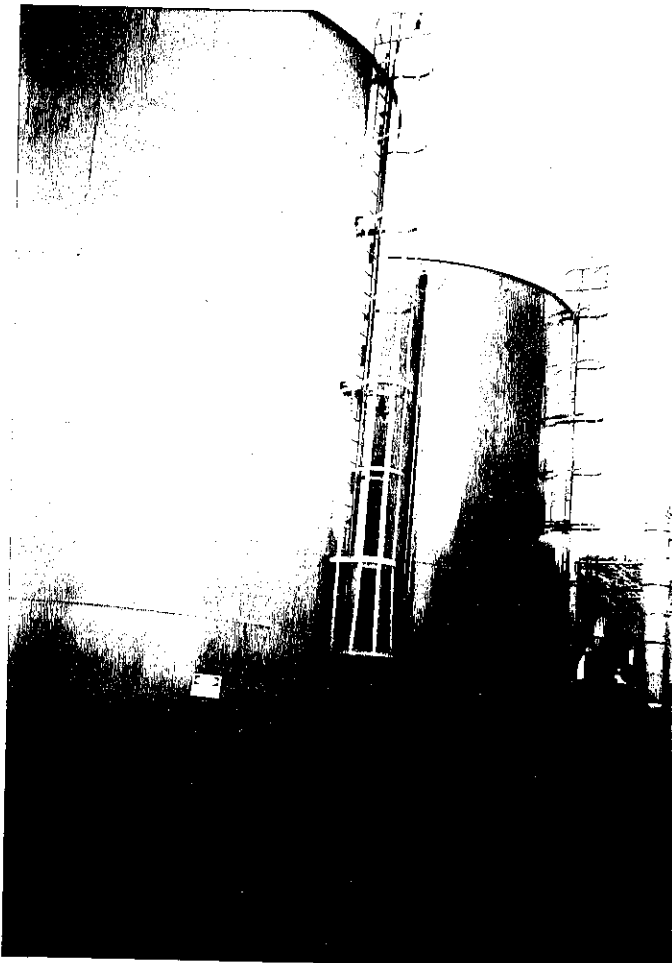


Photo 4. Distilled water supply tanks, Units No. 1 and 2.



Photo 7. El Segundo Unit No. 3.

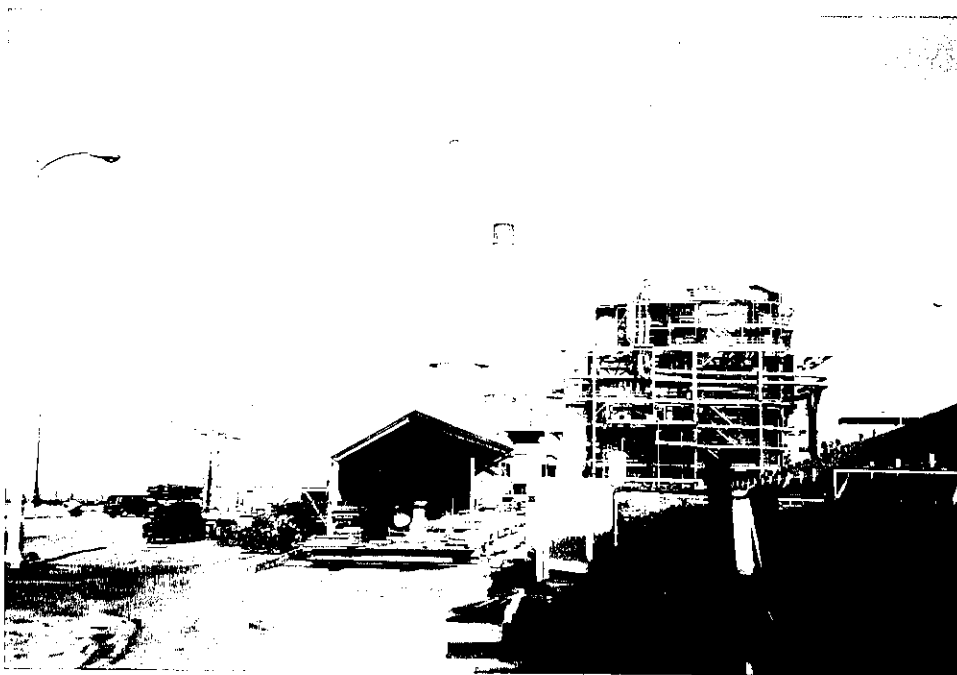


Photo 8. El Segundo Units No. 3 and 4. Urea tanks visible at left.

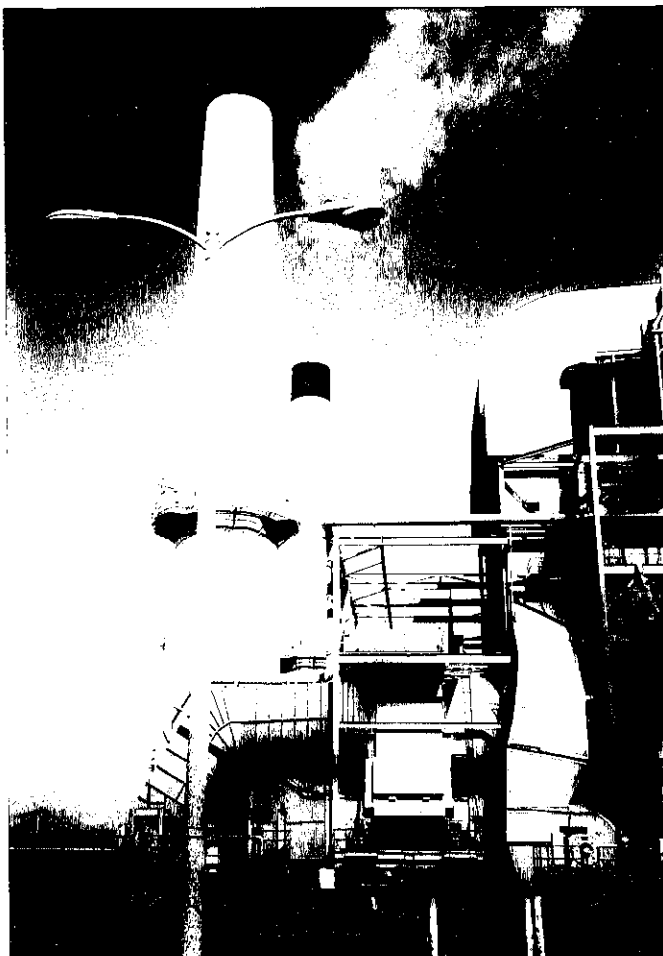


Photo 9. Boiler stacks,
Units No. 3 and 4.



Photo 10. Generator for Unit No. 3, from operating deck catwalk.



Photo 5. West elevation of auxiliary bay, Units No. 1 and 2.



Photo 6. Screenwell structure of seawater intake system for Units No. 1 and 2 in foreground. Screenwell control house just left of center, with seawall visible to rear.



Photo 11. Gantry crane, Units No. 3 and 4.

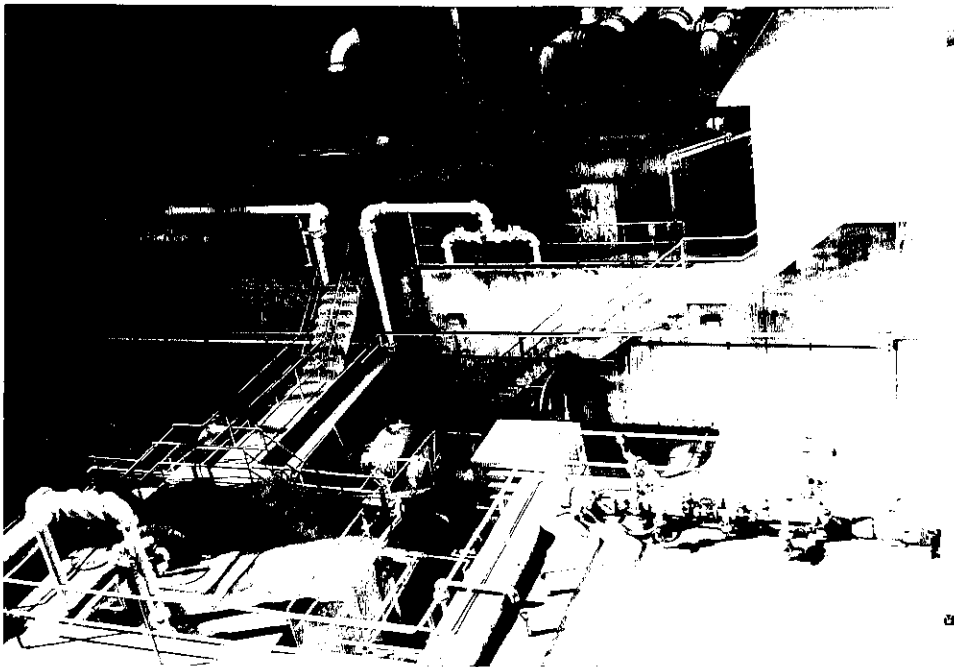


Photo 12. Seawater intake structure for Units No. 3 and 4, control house partially visible at upper right.

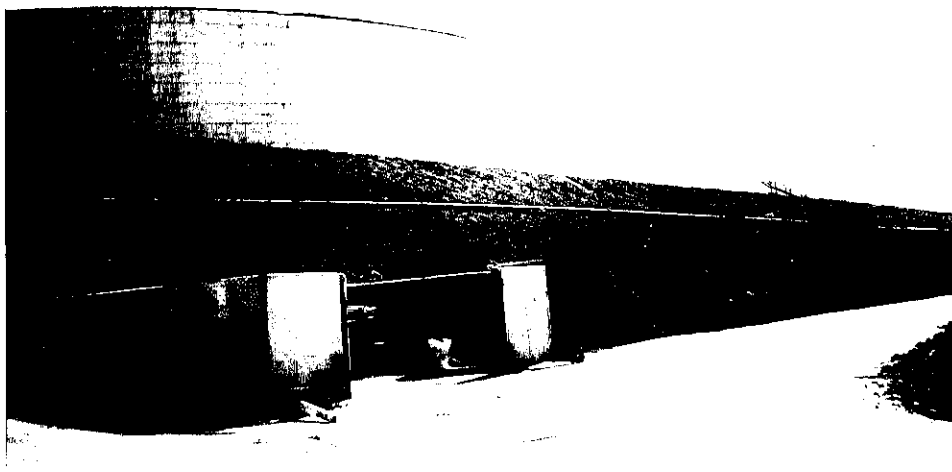


Photo 13. Fuel oil storage tanks, camera facing east.

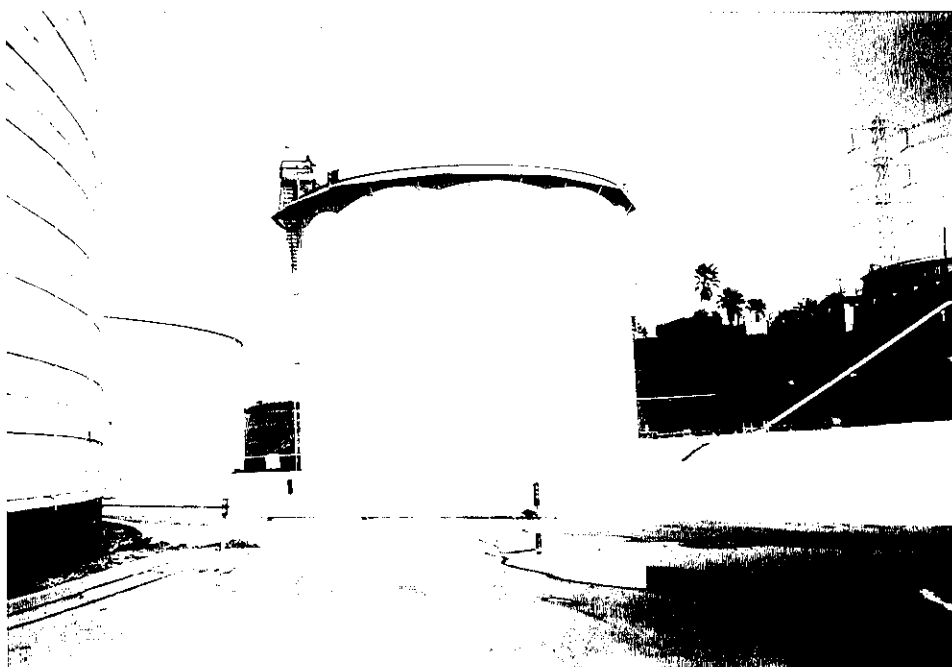


Photo 14. Cutter tank located just east of fuel oil tanks.

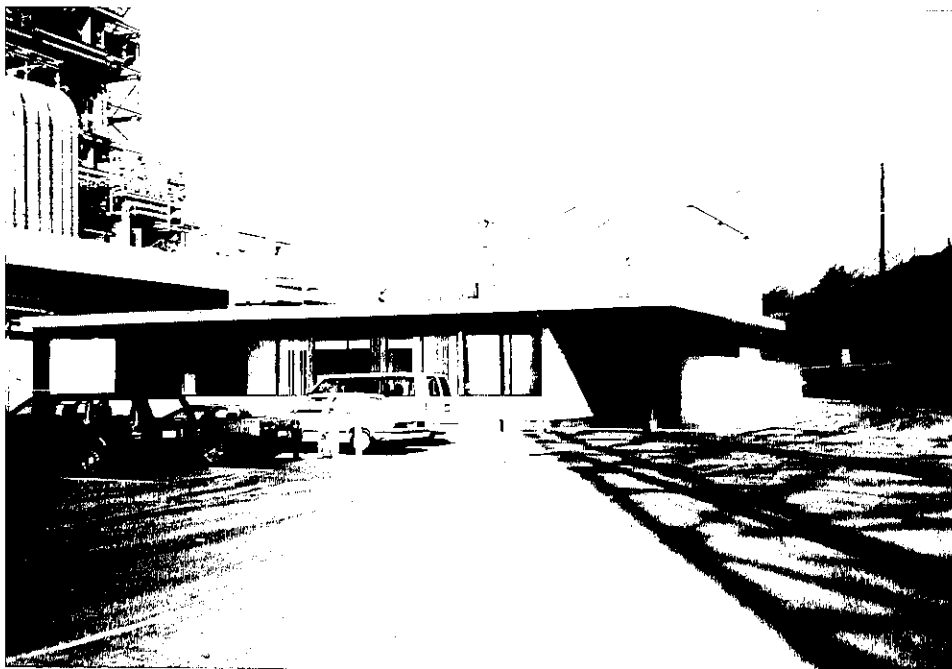


Photo 15. Administration Building, camera facing north.



Photo 16. Warehouse portion of Warehouse/Shop Building, south elevation.

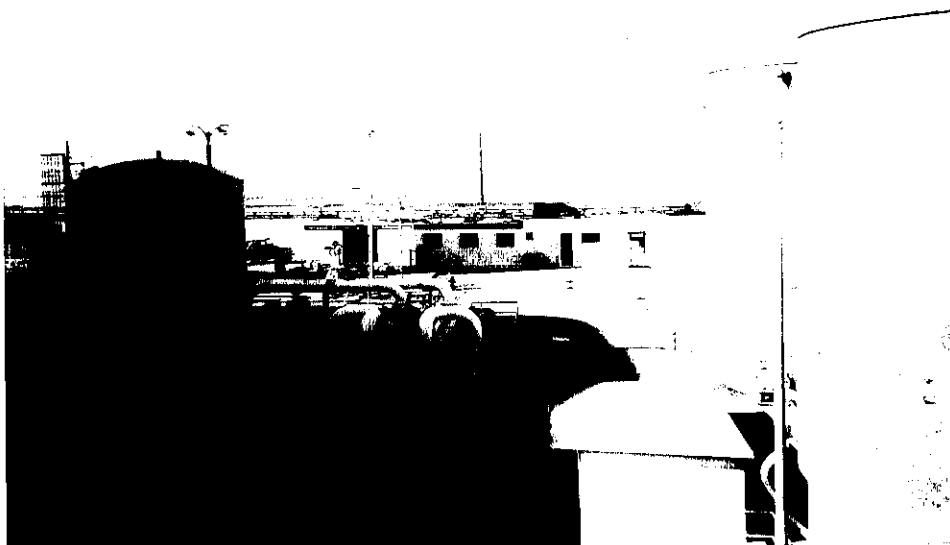


Photo 17. Instrument Shop at center rear, seawater intake and control house (Units No. 3 and 4) in foreground. Distilled water tanks for Units No. 3 and 4 at right, and hydrochloride storage building at lower right.



Photo 18. Fire equipment house, degreaser, sand blast facility, camera facing north.

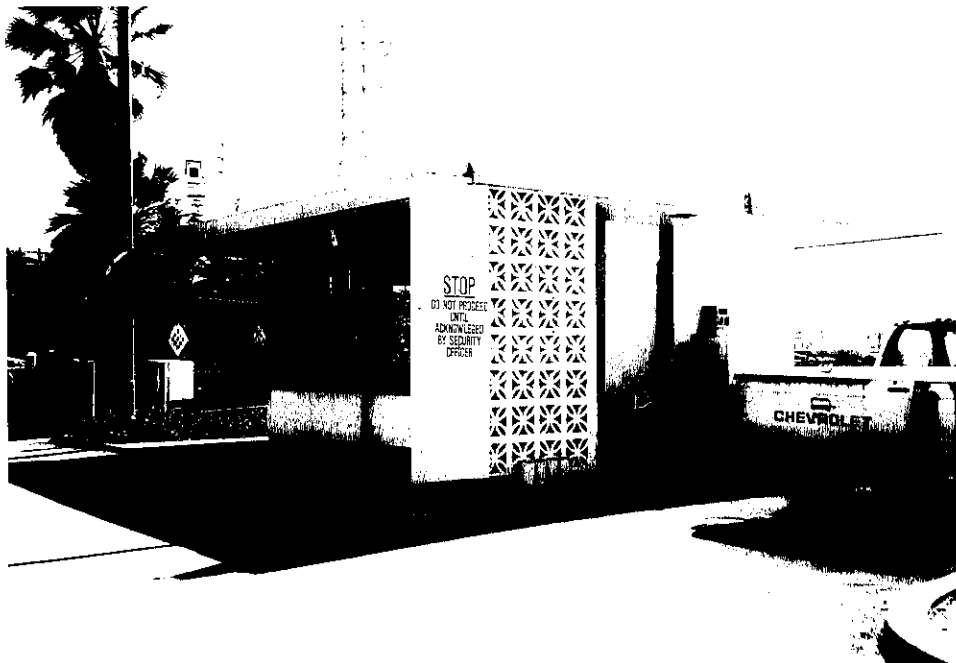


Photo 19. Guardhouse, camera facing east.



Photo 20. Urea tanks, camera facing southwest. Fire hose shed visible at lower left.

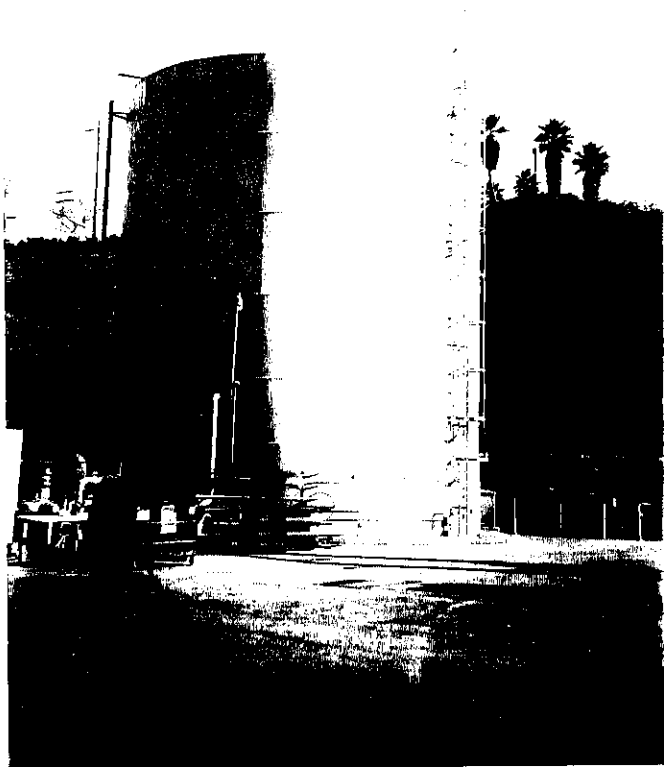


Photo 21. Service water tank,
camera facing northeast.



Photo 22. Long vehicle shelter located west of Units No. 3 and 4.



Photo 23. Demineralizing Building, camera facing southeast. Switchyard partly visible at top.

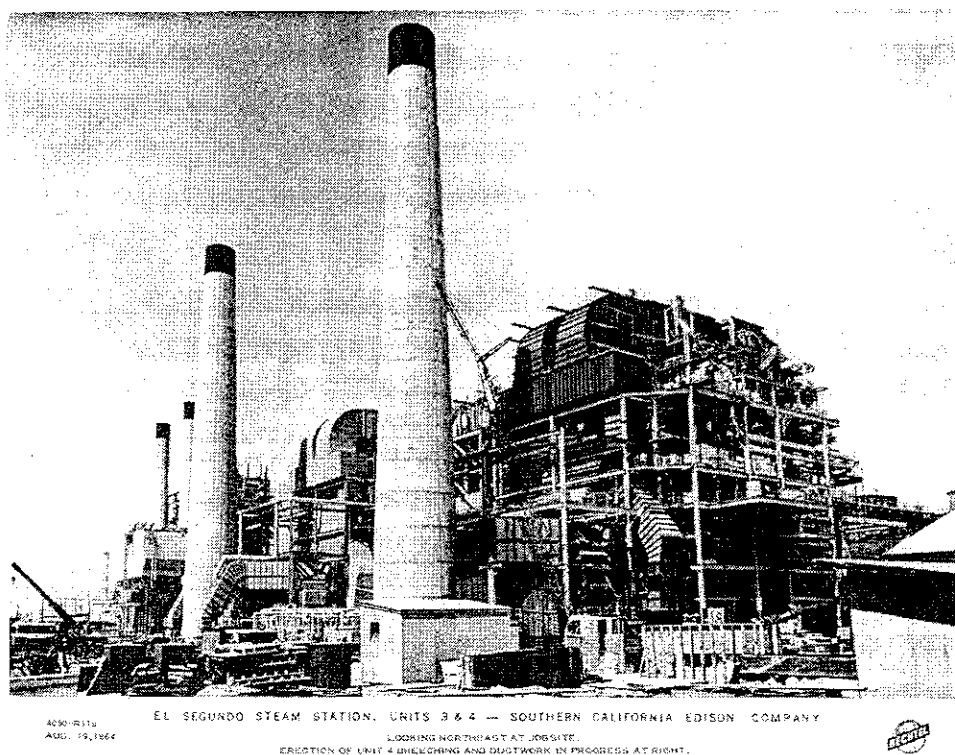


Photo 24. El Segundo Generating Station during construction of Units No. 3 and 4 in 1964.

REBECCA META BUNSE

JRP HISTORICAL CONSULTING SERVICES

EDUCATION:

M.A., History (Public History), 1996, California State University, Sacramento.

B.A., Women's Studies / Italian, 1990, University of California, Davis.

RELEVANT WORK EXPERIENCE:

1997 to present. Historian, JRP Historical Consulting Services.

Ms. Bunse's experience at JRP encompasses many elements of cultural resources management and general historical research areas including: land use, cultural resource management, toxics, and water resource issues, as well as litigation and expert witness support. As a historian for JRP she serves as a historian, serving a primary role in investigation and staff management, as well as continuing work in general research. She has done a considerable amount of field recordation on historic sites throughout the state of California since joining JRP in 1990, including a substantial amount of research at many public and private repositories, such as the National Archives in Washington, D.C. In addition to research and writing, Ms. Bunse's skills include the design and maintenance of project-specific computer databases with the capacity to manage thousands of records.

1990 to 1996. Research Assistant, JRP Historical Consulting Services.

HONORS AND PROFESSIONAL ORGANIZATIONS:

Registered Professional Historian #566, California Council for the Promotion of History
CCPH Representative to the National Trust for Historic Preservation Statewide
Coordination Meeting, 1997.

Phi Alpha Theta, History Honor Society

Member, Western History Association

Member, California Preservation Foundation

Projects as Author:

Historic American Building Survey, Harry Carey Ranch (John Clougherty Ranch), Saugus, Los Angeles County, California. Prepared for Montalvo Properties & Evans-Collins Community Builders. Project on-going.

Biographical Statement

STEPHEN D. MIKESELL

JRP HISTORICAL CONSULTING SERVICES

EDUCATION:

- B.A. Harvard University, History, 1971.
- M.A. University of California, Davis, History, 1976.

EMPLOYMENT AND BUSINESS EXPERIENCE:

- Partner, JRP Historical Consulting Services. 1991-present. One of three partners in a major historical consulting firm.
- Instructor, cultural resource management program, Sonoma State University, 1998-present.
- Instructor, cultural resource management course in land use certificate program, University of California Extension, 1994-1997.
- Architectural Historian, Office of Environmental Analysis, California Department of Transportation. 1984-1991.
- Principal historian involved in evaluation of cultural resources that may be affected by transportation projects.
- Historian, Office of Historic Preservation, California Department of Parks and Recreation, 1980-1984. Involved with all phases of cultural resource inventory, evaluation, and management.

AWARDS:

- Best cultural resource report of the year, 1999, presented by the California Preservation Foundation. Historic American Engineering Record for San Francisco-Oakland Bay Bridge, with Hansen-Murikama-Eschima.
- Received G. Wesley Johnson Award for Best Article in The Public Historian, 1986. Presented by National Council on Public History. 1987.
- Sustained Superior Achievement Award. California Department of Transportation. 1991.

RECENT PROJECTS: Dams, Powerhouses and Other Conveyance Systems

“Water Conveyance Systems in California: Historic Context Development and Evaluation Procedures,” jointly authored by JRP Historical Consulting Services and the California Department of Transportation, January 1998.

Historic American Engineering Recordation for Salinas Dam, San Luis Obispo County, CA. San Luis Obispo County Water Agency, 1997.

Historic American Engineering Recordation for the Cuesta Tunnel, San Luis Obispo County, CA. California Department of Water Resources, 1994.

Historic American Engineering Recordation for Pardee Dam, Amador County, CA. San Luis Obispo County Water Agency, 1994.

Inventory and evaluation of Kern River power plants, 1, 3, and Borel, for Southern California Edison, 1991-1995.

"Intensive Cultural Resource Inventory, White Rock / Placerville Ridge Project," with Environmental Science Associates, Sacramento, for El Dorado Irrigation District and El Dorado County Water Agency, 1993.

OTHER RECENT PROJECTS:

Class III Cultural Resources Report: Historic Sites Survey and Evaluation on the Proposed Tuscarora Pipeline from Malin, Oregon to Reno, Nevada. Archeological Research Services, Virginia city, NV, 1996.

Inventory and evaluation of Borel Power House, Southern California Edison Company, 1995.

Historic context for military buildings and structures, statewide in the State of California, in progress.

Historic American Engineering Record, San Francisco-Oakland Bay Bridge, 1999.

Historic American Buildings Survey, 71 Buildings at Mare Island Naval Shipyard, 1999.

Historic Inventory and Evaluation, El Toro Marine Corps Air Station, 1998.

Historic Inventory and Evaluation, Naval Air Weapons Station, Point Mugu, 1998.

Prepared "cultural resource" affected environment and environmental consequences sections for EIS or EA for BRAC closure actions at: Mare Island; NAS Alameda; Treasure Island Naval Station; FISC Oakland; NCS Stockton; all with Tetra Tech for EFA West, U.S. Navy, 1995-98.

Inventory and evaluation of Cold War-era buildings at NAWS China Lake, California. for EFA West, 1996-98.

Inventory and evaluation of historic buildings, Naval Station, Treasure Island. 1997.

Historic Architectural Survey Report, State Route 905, San Diego, 1997.

National Register Evaluation for Building 55, Rocket Launcher at NAWS Point Mugu, California, 1996.

“Inventory and Evaluation of National Register Eligibility of Cold War Era Buildings and Structures, Naval Air Facility, El Centro.” With Foster Wheeler Environmental Corporation. Draft June 2000.

“Inventory and Evaluation of National Register Eligibility of Cold War Era Buildings and Structures, Oakland Army Base.” Prepared for Army Corps of Engineers, Sacramento District. March 1999.

Historic Architectural Survey Report, Interchange Improvements at Route 101/41 Junction in Atascadero, San Luis Obispo County, California. Prepared for California Department of Transportation, District 5. December 1999.

National Register of Historic Places Nomination, NASA Saturn S-II Complex, Seal Beach Naval Weapons Station, Seal Beach, Orange County, California. On-going.

Inventory and Evaluation of Historic Resources, Alameda Corridor East, Los Angeles County, California. Prepared for Parsons Transportation Group. December 1999.

Historic inventory and evaluation of Walls Homestead site, Passing Lane Project, S.R. 299, Modoc County, California. For Far Western Anthropological Research Group. August 1999.

“Inventory and Evaluation of National Register Eligibility of Cold War Era Buildings and Structures, Naval Station, San Diego.” With Foster Wheeler Environmental Corporation. 1999.

“Inventory and Evaluation of National Register Eligibility of Cold War Era Buildings and Structures, Fleet Combat Training Center Pacific, Point Loma, San Diego.” With Foster Wheeler Environmental Corporation. May 1999.

“Inventory and Evaluation of National Register Eligibility of Cold War Era Buildings and Structures, Fleet Industrial Supply Center, Point Loma Annex, San Diego.” With Foster Wheeler Environmental Corporation. May 1999.

“Inventory and Evaluation of Saultzer Dam, Clear Creek, Shasta County, California.” For Pacific Legacy, Inc. February 1999.

“Inventory and Evaluation of National Register Eligibility of Buildings and Structures, Southwest Division, Naval Facilities Engineering Command, 1220 Pacific Highway, San Diego.” With Foster Wheeler Environmental Corporation, Inc. January 1999.

Inventory and evaluation of several buildings on the UC Davis main campus, including the Hog Barn, Veterinary Medicine Buildings, Briggs Reservoir remains, and Walker Hall. October 1998 through February 1999.

“Inventory and Evaluation of National Register Eligibility of Cold War Era Buildings and Structures, NWS Seal Beach.” With Foster Wheeler Environmental Corporation, Inc. 1998.

“Inventory and Evaluation of National Register Eligibility of Cold War Era and Selected Other Buildings and Structures, NWS Concord.” With Foster Wheeler Environmental Corporation, Inc. 1997-1998.

Author, “Inventory and Evaluation of Three Buildings Located within the Proposed Project Site for the Technology Classroom / Recital Hall Project, UC Davis Campus.” For Pacific Legacy, Inc. 1998.

“Inventory and Evaluation of Nine Buildings in the Plant Science Replacement Facility Project, UC Davis Campus.” For Pacific Legacy and UC Davis Architects and Engineers Office. December 1997.

“Inventory and Evaluation of Four Buildings in the Technology Classroom Project, UC Davis Campus.” For Pacific Legacy and UC Davis Architects and Engineers Office. December 1997.

ARCO special projects research. For ARCO, Los Angeles. August 1997.

“Inventory and Evaluation, Peyton Marsh Drainage System, Contra Costa County, California.” For Contra Costa Mosquito and Vector Control District. 1997.

“Historic Resource Inventory and Evaluation, Thomson-Reinhackle House, Bishop California.” For Los Angeles Department of Water and Power. 1997.

“Historic Architectural Survey Report on Eight Groups of Buildings within the Morrison Creek Mining Reach project area, Sacramento County.” With Garcia and Associates. 1996.

“Historic Context for Evaluating Cultural Resources within the Glass Mountain Transmission Line Corridor, Siskiyou and Modoc Counties, California.” For BioSystems Analysis, Inc., Santa Cruz. 1995.

Author and researcher, brief business history of California Furniture Manufacturing Company, (incorp. ca. 1870), San Francisco, CA. 1993.

Projects as Co-author and/or Principal Researcher:

Inventory and Evaluation of Historic Resources, CalTrain Electrification Project, San Francisco to Gilroy (MP 0.0 to 77.4). Prepared for Parsons Transportation Group. Project on-going.

Historic Evaluation of the El Segundo Generating Station, El Segundo, Los Angeles County, California. Prepared for URS Corporation Project on-going.

Historic Architectural Resources Report, Russell Espinosa Parkway Project, Monterey, California. For California Department of Transportation, District 5. Project on-going.

Historic Architectural Survey Report, Improvements Route 101 near Prunedale, Monterey County, California. For California Department of Transportation, District 5. December 1999.

Contributor and research assistant, "Inventory and Evaluation of National Register of Historic Places Eligibility for Buildings and Structures, Space and Naval Warfare Systems Center, Point Loma, San Diego County, California." With Foster Wheeler Environmental Corporation, Inc. January 1999.

Contributor and research assistant, Statewide Department of Defense Inventory of Cultural Resources Projects and Thematic Context Statement. With Foster Wheeler Environmental Corporation, Inc. 1997-present.

Contributor and research assistant, inventory and evaluation projects of US Marine Corps in California. With Foster Wheeler Environmental Corporation, Inc. 1997-present.

Co-author and research assistant, ARCO special projects research. For ARCO, Denver and Los Angeles. 1995-1996.

Co-author and principal researcher, state-wide thematic study of historic canal resources. Project included an historic overview of canal technology, and an analysis of current evaluation methodologies, as well as proposing a standardized canal recordation format. For the California Department of Transportation. 1995.

Co-author and principal researcher, National Register Evaluation for Rough Rider Building, Napa, California. U.S. Army Corps of Engineers, Sacramento District. 1994.

Contributor/research assistant, Class III Cultural Resources Report: Historic Sites Survey and Evaluation, Proposed Mojave Natural Gas Pipeline Northern Extension, Bakersfield to Sacramento and the East Bay, CA. Woodward-Clyde Consultants, Inc. 1993-1995.

Co-author and principal researcher, Historic Resource Evaluation Report on Oakdale Irrigation District canals, Stanislaus County, CA. 1993.

Co-author and research assistant, Historic Architecture Survey Report, Mather Extension of Light Rail Transit, Sacramento County, CA. Jones & Stokes. 1993.

Contributor and research assistant, Evaluation of Potential Historic Significance for Buildings and Structures Located at the Visalia Pole Yard, Visalia, CA. Southern California Edison Company. 1993.